





## Intimations.

## DAKIN BROS. OF CHINA, LIMITED.

EMULSION OF COD LIVER OIL WITH HYPOPHOSPHITES.

THIS emulsion has proved of great value in diseases of the Chest and Respiratory organs. It is confidently recommended as a cure for Coughs, Colds, and General Debility, also in Rheumatism and all Skin Affections. Is of pleasant Taste and easily assimilated. Sold in bottles at 75 Cents and \$1.25.

## CONCENTRATED COMPOUND DECOCTION OF RED JAMAICA Sarsaparilla.

The preparation of this long been recommended by the Medical Faculty as a reliable Blood Purifier. It is especially useful in cases of disordered blood, Rheumatism, Torpid Liver, Boils, Climatic Eruptions and Skin Diseases, and in all cases in which the system requires thorough purification. The greatest care is taken in the manufacture of this preparation so as to secure the full medicinal properties of the finest Jamaica Sarsaparilla Root in the highest state of concentration.

In bottles with full directions \$1.50 and \$2.75.  
DISPENSING CHEMISTS,  
QUEEN'S ROAD CENTRAL,  
(Telephone No. 60.)  
Hongkong, 23rd April, 1889.

## A. S. WATSON &amp; CO., LTD.,

Established A.D. 1841.

WATSON'S  
PATENT DESSICATING OR DRYING  
BOTTLES.

A. S. W. & Co. beg to call attention to their new PATENT DRYING BOTTLES which have been specially designed and manufactured for them.

By the use of these bottles, CIGARS as well as ALL GOODS which are susceptible to the destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is saturated with moisture these bottles will be found invaluable.

## THE HONGKONG DISPENSARY.

Hongkong, 4th April, 1889.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.  
Advertisements are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until the contrary is notified.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application. The Hongkong Telegraph's number at the Telephone Central Exchange is 110.

## TO SUBSCRIBERS.

Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 8, 1889.

## TELEGRAMS.

## UNITED STATES.

LONDON, April 30th.

Thousands are returning from Oklahoma. The country is overcrowded and much distress prevails.

## THE SAMOAN CONFERENCE.

The Conference has been opened under the Presidency of Count Herbert Bismarck.

## THE SUGAR CONVENTION.

The opposition to the Convention is growing in England. Several Conservatives and Unionists have started a memorial to Mr. W. H. Smith urging the Government to withdraw the Bill.

## HOLLAND.

The Premier proposed to the Chambers to-day that the King resume the Government.—The question was referred to the Bureau.

The bulletin states that the King's recovery is wonderful and grows more apparent daily.

## ILLNESS OF THE DUKE OF EDINBURGH.

The Duke of Edinburgh is suffering from severe fever.

## THE COMPTON DESCOMTE.

May 5th.

M. Hentsch, a director of the Comptoir, has been arrested, but bailed for one million francs.

## MR. PARNELL AND THE HOUSE OF COMMONS.

May 6th.

Mr. Parnell has admitted that what he stated in the House of Commons, that the secret society was extinct, was stated with a view to mislead the House and prevent the passing of the coercion act of 1881.

The admission has caused a great sensation.

(From the *Courrier d'Haiphong*.)  
THE COMTOIR D'ESCOMTE.

PARIS, May and.

Monsieur Denormandie has been appointed Director of the new Comptoir d'Escompte.

## THE KING OF THE NETHERLANDS.

The King has resumed the management of affairs. The Duke of Nassau has given up the regency of Luxembourg.

## THE LEGION OF HONOUR.

The Grand Cross of the Legion of Honour has been conferred on the General in command of the 11th Army Corps, and on M. Alphonse General Munier has been made a Grand Officer.

## LOCAL AND GENERAL.

H.M.S. *Linnet*, Commander Smythies, which arrived at Singapore from Labuan on the 1st inst. to relieve the *Wanderer*, will be permanently stationed at the first named port.

We learn that a French Vaudeville Company have arrived in the colony, en route to Manila, and will give a performance, in the Theatre Royal, City Hall, to-morrow night. Particulars will be announced to-morrow.

THE Tokyo Official Gazette states that Miss Sachida Nohoku, a *shizoku* of Tokyo, has been ordered by the Educational Department to complete her violin studies during the next three years in the United States and Germany.

OUR fossilised morning contemporary has just discovered that Li Hung-chang, Viceroy of Chihli, has consented to become a patron of the Hongkong Medical College for Chinese. This item of news appeared in the *Hongkong Telegraph* so long ago as April 1st.

ACCORDING to investigations made by the Tokyo City Government Office the number of steamers and sailing vessels belonging to the Nippon Yusen Kaisha is as follows:—48 registered steamers (over 45,452 tons); 5 sailing vessels (over 1,750 tons), and 21 unregistered steam tugs (over 285 tons).

A SPORTING correspondent calls our attention to a fact that Wrinkle, the filly by Manchester out of female Wrinkle, that ran second for the One Thousand Guineas, was purchased at the sale of Mr. Benson's ("the Jubilee Juggins") horses last May by Mr. de la Rue for 1,550 guineas. Wrinkle was nominated for the One Thousand Guineas by Mr. Benson, and we only followed an old practice by describing the filly as his property; but, unless we err greatly, Mr. de la Rue and the "Juggins" raced under the same experienced tutelage.

A JAVA contemporary, the *Locomotief*, calls attention to the deficiency of police in British North Borneo. Giving an instance, it says that last February seven Javanese deserted from an estate near Kudat and took refuge in a native village. There six of them were murdered for the sake of their heads. The survivor reached neighbouring estate and gave information. The case was reported to Kudat, but the police there proved too few to trace the guilty parties. The tragedy had the good effect of frightening the coolies there from deserting.

OUR Nagasaki contemporary reports that Mr. A. C. Allen, chief officer of the N.Y.K. steamer *Yokohama Maru*, died of heart disease, on Sunday, April 28th, whilst on the passage from Shanghai to Nagasaki, and after an inquest had been held by H.B.M.'s Consul, the body was brought ashore and interred in the Foreign Cemetery the following afternoon. Deceased, who was formerly chief officer of the steamship *Albany* and afterwards in the "Ben" Co.'s service, previous to joining the Nippon Yusen Kaisha, had been ailing for some time, and had on a previous occasion exhibited symptoms of the disease which eventually proved fatal.

THE Taung-li Yamén have submitted a memorial recommending the adoption of certain modifications governing the Chinese diplomatic service. The Yamén recommend that hereafter each Chinese embassy shall consist only of the Minister, two Secretaries of Legation, two or three Interpreters, two attachés, one military attaché, one medical officer, and two writers. For embassies appointed to more than one country, the above staff may be increased by one of each capacity, but this prescribed limit shall in no wise be allowed to be exceeded. This measure is proposed for adoption with the view of curtailing public expenditure in connection with China's diplomatic service.

THE Nagasaki *Rising Sun* of the 1st inst. says:—The report of the serious misfortune at Matsushima, where the Mitsui Bishi Co. are engaged on the sinking of a coal mining shaft, has been fully confirmed in every respect as stated in our last issue. How, however, it has been abandoned, and as the pumps in use at present are capable of preventing the water from rising above the upper pumping station, situated 150 ft. below the surface, there is still a prospect, with additional pumping power, of being able to get the water sufficiently under to stop the leak recently sprung. As our readers are aware, Mr. J. M. Stoddard, the Co.'s superintending mining engineer, left some two months ago, on a trip to England; and at the time the accident occurred, Mr. Nambu, resident engineer in charge of the mine, was absent in Tokyo. The latter returned yesterday last, and with the assistance of his able and experienced staff, is now using every endeavour to overcome the difficulty, a task in which we sincerely trust he will succeed.

THE Tientsin correspondent of our Shanghai morning contemporary writes on April 26th:—The fate of the railroad bridge—so called because it is built by and belongs to the R.R. Co., not because the railroad is to pass over it—appears now to be definitely decided. Its future has hung in suspense for some time, being bandied about between the progressives and the obstructionists ever since the grand junkie began to arrive. The decree went out against it, but its friends succeeded in getting it reversed, and work was continued. But the enemies have at last succeeded in making themselves and their country the laughing-stock of the world. It would be difficult, if not impossible to give the true inwardness of the matter. Certain officials set themselves against it from the first as obstructionists pure and simple, others because the bridge was not placed in the best location. These latter had a good case at the outset, not merely as regards its relative convenience to the settlement and general business, but in that it is in a bend of the river instead of being in a straight reach, as at first proposed. It is not to the credit of the R.R. Co. that it was not guided by these considerations in fixing the site of the bridge, instead of allowing the interests of one or two parties to influence its removal from a site so admirably selected as was the original one. Any observing person can see at a glance that it is more difficult for a vessel to enter the passage way through a bridge on a curve, than on a straight line, and that the danger from silt is much increased. These points were immediately laid hold of by the junk men, and greatly magnified by the enemies of the structure, and have been pressed with success. After an expenditure of about Tls. 40,000, the work of removal has begun. Several long timbers over a foot square have been broken in trying to lift one of the hard-wood piles, to no effect. It is doubtful whether the iron cylinders, filled with cement, and 40 or 50 feet long, can be removed except by the use of explosives. It now becomes a question whether we shall have a bridge or not—we may have to cross the river as best we can on a rotten old scow, as heretofore, or possibly on a safer barge provided by the R.R. Co., for several years because of this mistake. The final decision compelling the removal of the bridge is charged upon the Grain Commissioners.

MADAME CORA, the celebrated lady illusionist, has arrived in the colony from the North and will give a short series of entertainments in the Theatre Royal, City Hall, commencing early next week—probably on Tuesday. This talented lady's world-wide reputation should ensure the hearty support of the Hongkong public. Full particulars of the opening performance will be duly announced.

We take the following from Messrs. Wheelock & Co.'s Shanghai Freight Market Report of the 3rd inst. The freight market coastwise remains without change and there is very little outside tonnage available. Homewards.—Rates have been reduced 5s. all round, but we anticipate an advance before our next issue. For London, via usual ports of call and Suez Canal.—The Mails and Hols are the only steamers that occupy the berth at present, the former booking cargo at 40s. and the latter at 35s. per ton of 40 cubic feet. For New York, via usual ports of call and Suez Canal.—There is nothing on the berth, but through cargo can be booked by steamer via the Canal at 45s. per ton of 40 cubic feet. Via the Cape.—The berth here is vacant, but ample tonnage is available at Hongkong at about 35s. per ton through from this. Quotations are: Newchwang to Swatow, 23 Mex. cents per picul, nominal. Chefoo to Swatow, 16 Mex. cents per picul, slight demand. Nagasaki to Shanghai, \$1.45 per ton of coal net, for steamer; \$1.45 ex ship, for sailing vessels nominal. Settlements during the interval.—Nil. Disengaged vessels in port.—*Florence Treat*, British barque, 724 tons register. *Altair*, British barque, 1,283 tons register.

## SANITARY SCENES.

The Sanitarians were to meet this afternoon. Four reporters there at 4.15; Board missing. At 4.16 Mr. Francis turns up. Looks surprised at being first in the field, and remarks that it is an unprecedented experience with him. At 4.30 mentions to the assembled representatives of the Press that he has a good mind to adjourn the meeting. General Gordon arrives before anybody has time to second. Mr. Francis says off-handily: "Hallo, Gordon—just thinking of adjourning." The General disents—in the Army, Sir, they allow twenty minutes grace. Acting Surveyor General Cooper next corner. All three wander about, listening to regimental reminiscences by the first General. At 4.25, the triumvirate are driven to examining the construction of the doors and punkahs. Then General Gordon, won over to Mr. Francis's side, favors an adjournment. Just on the point of carrying it when the Colonial Surgeon arrives. The General and Mr. Francis welcome him sarcastically. Colonial Surgeon protests that the clock is wrong, and dreads heavily on the Secretary for not seeing to it. Acting Registrar General arrives, and business begins at last. Minutes mumbled over and approved. Letter from the Colonial Secretary read. Says that the Acting Surveyor General is really so busy H.E. the Governor has been pleased to appoint Mr. T. H. H. Sample to be Sanitary Surveyor. Minute by Mr. Francis appended. Wants to know who the devil Mr. T. H. H. Sample is; never heard of him before. Minute by the President—Surveyor General knows all about him, Mr. Francis needn't upset himself. Mr. Francis gets up and asks if anybody knows anything, anyhow, Secretary replies meekly that he doesn't. Mr. Sample dropped—Secretary produces weekly statistics of births and deaths, with two minutes tagged on to them by Mr. Francis. Both to the effect that if they can't be circulated sooner they had better be left alone. Mr. Francis again on his feet. Argues that they should be sent out by Tuesday, as they were at first—otherwise they are no use. Seems down on the Acting Registrar-General. Last named gentleman a bit scared—promises to see to it next time. Scavenging contracts next considered. Contractors had arranged to carry on till September, so nothing done.—General Gordon next ventilates his little grievance. Complains that a latrine somewhere between the Police Station, Gaoi, and Magistrate's is very offensive. Says that even a Sanitary Inspector wouldn't go in, and gives a variety of savoury details. Mr. Francis sees an opportunity, and turns up the Public Health Ordinance. Paralyzes the Board with a proposition to commence an action against the Surveyor-General for permitting a nuisance, as per section 30 and 40. Acting Surveyor-General protests that he never heard of it before. General Gordon aghast at the consequences of his complaint. Seems sorry he spoke. The President, Mr. Francis, and the General talk simultaneously for two minutes. The General proves the longest winded, but it turns out he has nothing more to say. Mr. Francis next gets the ear of the honorable Court. He has found another section showing that the Surveyor-General is liable to a lingering death for permitting a nuisance on Government property. Acting Surveyor-General denies that the Board has jurisdiction over Government buildings. Mr. Francis offers to bet himself he can't find it in the Ordinance. No takers. Mr. Francis victorious. Acting Surveyor-General, with his hand upon his heart assures his colleagues that he never heard a whisper of the affair before the Sanitary Inspector wouldn't go in to see and told him about it this morning. Then virtuously turns to General Gordon and says, *à la Wolsey* colloquy.—If you had done as you ought, and given me notice, this would never have happened. Chairman foresees a possible scene, and vacates the chair. Debate continued, all standing, for another minute, and then the learned body adjourn till Wednesday week.

On Friday last an attack was made by the derelicts on Fort Halali, the garrison of which, after defending the place for some time, were compelled to take refuge on board an Egyptian gunboat which conveyed them here; the garrison lost five in killed.

## LATE TELEGRAMS.

PARIS, April 18th.  
M. Gilly, one of the members of the Chamber of Deputies, has been sentenced to six months' imprisonment for libelling M. Raynal, the former Minister of Public Works.

LONDON, April 19th.

The Reverend Father McFadden who, with two female and eight male penitents, is charged with the murder of six distinct persons, and only after declining before his official their perfect willingness to accept the employment offered are they allowed to sign the contract, cultivation of tobacco being the principal and best paying employment.

The rules of immigration from Amoy slightly differ from those obtaining at Swatow. Whilst at Swatow, intending immigrants are lodged until date of departure in so-called passenger shops, which have to be licensed by the Government, at Amoy they are boarded in a place which is entirely under the control of the Chinese authorities. This system has been introduced at the request of the Chinese authorities, who have insisted upon its being established and maintained under their own official control, and if anything possibly can prevent kidnapping it is the control now exercised at Amoy.

The British Consul has remonstrated against the measure, we consider simply because he may be afraid of seeing the same measures taken in immigration to the Straits. It is very likely that it would somewhat interfere with the Straits coolie trade, but on the other hand a good many abuses would thereby be prevented from occurring. To speak of these Chinese Government *debits* as "barbarous" is, of course, utterly unwarrantable.

We consider the above explanations sufficient to show that the direct immigration from the Coast ports to Deli is entirely free, that the liberty of the immigrants in Deli is fully secured, and that the immigration business is connected with no such abuses as people whose interests are interfered with have sought to maintain.

As the Dutch Government regulations at Deli bind the planters to return to the place he came from anyone who declares himself unwilling to work, it is once for all out of the question that kidnapped labourers could be of any advantage to the planters. The men would most certainly be sent back again at the planters' expense.

A few words more may be said about Deli itself. The labourers are treated in every way fairly. Their earnings depend upon the care they exercise in cultivating the tobacco. Every coolie gets his own field to look after, and after the crop has been cut he is paid, according to the number of tobacco plants delivered into the drying sheds and according to the quality of the leaves. During the time the crop is on the fields he gets a monthly advance, which is later on deducted from his earnings. The money is handed over to him in presence of the foreign manager of his estate, and no unfair or unjust deductions are allowed. In case a labourer falls sick, he is treated free of charge in a hospital under foreign medical supervision, and his food in the meantime is taken care of by others who are paid by the holder of the field in proportion to the assistance rendered. In case a coolie should not be able to look after his field until the tobacco is cut his field is sold to others and the proceeds are handed over to him. For old labourers who are unfit for work and who do not care to return to China, a large hospital or asylum has been erected in which they are nursed free of any charge. The houses the coolies are living in are spacious and commodious, good food can be got at reasonable prices, and also every turn who likes to work has a good chance of saving money. Labourers arriving from China direct close contracts for one year only. If a coolie wants to stay longer than three years at Deli, an application in writing has to be sent in to the Resident of the East Coast and the coolie has to declare before witnesses that he wants to remain at Deli. After a stay of three years the men will have a free return passage granted to them.

The direct immigration to Deli from Swatow, established since May last, is showing very satisfactory results. Registers are being kept in

up going to Deli by direct steamers. They will go to Singapore instead, to find themselves after a while so much in debt that they are obliged to accept a contract to work at Deli, the very same place they originally intended to go to and where they might have arrived weeks before without the Singapore people having pocketed the greater portion of the advances paid to these labourers on closing their contracts.

The occurrence on board the *China* has not even up to date been fully explained, but the version that the agents for the Singapore hongs, shipped from Hongkong amongst the other passengers, managed to make the men object to the steamer proceeding to Deli direct, notwithstanding their having received tickets for Deli, and the steamer having been cleared for that port by the Hongkong authorities, may be confidently accepted to be the right one.

We consider that by giving the following further particulars it may clearly be seen what kind of trade it is that the press has been urging the authorities to suppress.

The labourers who leave Swatow by direct steamers to Deli are free emigrants and not under any contract of service whatever. Any passenger before embarking has to appear before a Chinese official of high rank who thoroughly examines him as to his knowledge of the place he is going to and as to his willingness to emigrate, and who also takes especial care that nobody is shipped against his own free will or on account of being indebted to a third person. A second examination of the passengers, by the same official and in the presence of the Consul, takes place prior to the departure of the steamer. Every one is then again asked if he is willing to go and whether he has been made acquainted with the steamer's destination.

Special care is exercised that the emigrants on board are identical with those passed through the Emigration Office, and if any irregularity is discovered the persons in question are taken on shore again and the case is duly investigated.

The title of "passage-tickets," it must be mentioned, is granted to such people only who hold special licences from the authorities and who are held responsible for the issue of such tickets.

After arrival at Deli the emigrants enter a Government *debt*. Those who are willing to work in the tobacco fields are made acquainted in their own language by the Protector of Chinese with the contents of the contract offered to them, and only after declining before his official their perfect willingness to accept the employment offered are they allowed to sign the contract, cultivation of tobacco being the principal and best paying employment.

The rules of immigration from Amoy slightly differ from those obtaining at Swatow. Whilst at Swatow, intending immigrants are lodged until date of departure in so-called passenger shops, which have to be licensed by the Government, at Amoy they are boarded in a place which is entirely under the control of the Chinese authorities. This system has been introduced at the request of the Chinese authorities, who have insisted upon its being established and maintained under their own official control, and if anything possibly can prevent kidnapping it is the control now exercised at Amoy.

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room heard a crash on the pavement outside, and on going down found Norman lying across the gutter, unconscious. He was taken to the casualty ward, and every measure taken to restore him to consciousness, but his injuries were too serious, being principally internal, in addition to his wrist being broken, and he died about eleven o'clock yesterday morning. A military inquiry was held later in the day, and this morning the body of the unfortunate man was buried with full military honours.

The way in which it is supposed the accident occurred is similar to that in the other case, at Victoria Barracks, two or three months ago. At the end of the verandahs of each block close to the railings, are placed large tubs for the accommodation of the men. In the former case the railings were upright, and about thirty inches high. In the latter case they consist of two horizontal iron rails, the topmost of which is a little over three feet high, leaving plenty of room for a drowsy man going out to one of the tubs in the dark, leaning with his hands on the top bar, to pitch through it his grass slipped. Measures have now been taken to add another bar, and prevent a repetition of the sad accident; but we notice that nothing has been done at the Victoria Barracks, where two men were killed in one night.

With regard to the charge of negligence which we have made above, we will give the few particulars we are able to obtain. A week ago a sapper in the same corps went to a certain doctor and stated that he was ill. He was examined superficially and told that he was all right, and must return to work. He did so, and went over to Kowloon to supervise the operations of a number of coolies. Later on one of the coolies came over to the Barracks and reported that the sapper was lying down, unable to speak, and two other Engineers went across to see him. Finding him lying unconscious on the ground, and frothing at the mouth, they at once prepared to move him, hoisting the first private ricksha they saw and conveying him to the quay. There they got a boat, and took him off to the *Mance*, but he died in a few hours, and we are now trying to fairly estimate the amount of responsibility that attaches to the medical officer who ordered a sick man to return to arduous duties under a burning summer sun.

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A few words more may be said about Deli itself. The labourers are treated in every way fairly. Their earnings depend upon the care they exercise in cultivating the tobacco. Every coolie gets his own field to look after, and after the crop has been cut he is paid, according to the number of tobacco plants delivered into the drying sheds and according to the quality of the leaves. During the time the crop is on the fields he gets a monthly advance, which is later on deducted from his earnings. The money is handed over to him in presence of the foreign manager of his estate, and no unfair or unjust deductions are allowed. In case a labourer falls sick, he is treated free of charge in a hospital under foreign medical supervision, and his food in the meantime is taken care of by others who are paid by the holder of the field in proportion to the assistance rendered. In case a coolie should not be able to look after his field until the tobacco is cut his field is sold to others and the proceeds are handed over to him. For old labourers who are unfit for work and who do not care to return to China, a large hospital or asylum has been erected in which they are nursed free of any charge. The houses the coolies are living in are spacious and commodious, good food can be got at reasonable prices, and also every turn who likes to work has a good chance of saving money. Labourers arriving from China direct close contracts for one year only. If a coolie wants to stay longer than three years at Deli, an application in writing has to be sent in to the Resident of the East Coast and the coolie has to declare before witnesses that he wants to remain at Deli. After a stay of three years the men will have a free return passage granted to them.

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## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## CHINESE EMIGRATION TO DELI.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—The occurrence on board the steamer *China*, a ship that came from Hongkong to Deli (Sumatra) has attracted the attention of the press to Chinese Emigration matters generally, and to Deli emigration especially, and the *China*'s case has been widely commented upon both in the Hongkong and Singapore newspapers.

As these articles clearly show that the writers, to say the least, know very little about emigration from China, and further that they have been rather hasty in drawing conclusions from appearances rather than from facts, conclusions which are likely to entirely mislead the public, we think it is about time that the real state of affairs should be made known in common justice to a very honest undertaking and the firms connected with it. We, therefore, venture to ask you to be kind enough to allow us space for the following statement, for the truth of which we are prepared to answer.

Since the cultivation of tobacco commenced at Sumatra, a few miles as 1855, Chinese labourers have been chiefly employed.

As the Dutch Government regulations at Deli bind the planters to return to the place he came from anyone who declares himself unwilling to work, it is once for all out of the question that kidnapped labourers could be of any advantage to the planters. The men would most certainly be sent back again at the planters' expense.

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The direct immigration to Deli from Swatow, established since May last, is showing very satisfactory results. Registers are being kept in

up going to Deli by direct steamers. They will go to Singapore instead, to find themselves after a while so much in debt that they are obliged to accept a contract to work at Deli, the very same place they originally intended to go to and where they might have arrived weeks before without the Singapore people having pocketed the greater portion of the advances paid to these labourers on closing their contracts.

The occurrence on board the *China* has not even up to date been fully explained, but the version that the agents for the Singapore hongs, shipped from Hongkong amongst the other passengers, managed to make the men object to the steamer proceeding to Deli direct, notwithstanding their having received tickets for Deli, and the steamer having been cleared for that port by the Hongkong authorities, may be confidently accepted to be the right one.

We consider that by giving the following further particulars it may clearly be seen what kind of trade it is that the press has been urging the authorities to suppress.

The labourers who leave Swatow by direct steamers to Deli are free emigrants and not under any contract of service whatever. Any passenger before embarking has to appear before a Chinese official of high rank who thoroughly examines him as to his knowledge of the place he is going to and as to his willingness to emigrate, and who also takes especial care that nobody is shipped against his own free will or on account of being indebted to a third person. A second examination of the passengers, by the same official and in the presence of the Consul, takes place prior to the departure of the steamer. Every one is then again asked if he is willing to go and whether he has been made acquainted with the steamer's destination.

Special care is exercised that the emigrants on board are identical with those passed through the Emigration Office, and if any irregularity is discovered the persons in question are taken on shore again and the case is duly investigated.

The title of "passage-tickets," it must be mentioned, is granted to such people only who hold special licences from the authorities and who are held responsible for the issue of such tickets.

After arrival at Deli the emigrants enter a Government <







## Commercial.

## TO-DAY.

Share Market movements still continue erratic and unreliable. A fairly large number of transactions in various stocks have been reported to-day and some rather important alterations in the price current have taken place. Another "boom" in China Sugars has to be chronicled, this stock having been rushed up to 210 for cash and 211 for June. Luzons have also apparently recovered from their temporary depreciation and are now in demand at 108. Owing to an assumed uncertainty as to the increase of capital proposals being carried, Steamboats are decidedly weaker, shares offering at 276 for cash. Banks continue firm, with buyers at 170 per cent. premium. The Ice Company's shares have been in great favor, and business has been done at as high as 125. Other quotations speak for themselves.

**CLOSING QUOTATIONS.**  
 Hongkong and Shanghai Bank—170 per cent. premium, buyers.  
 Union Insurance Society of Canton—\$110 per share, sellers.  
 China Traders' Insurance Company—\$79 per share, sellers.  
 North-China Insurance—Tls. 330 per share, ex div., buyers.  
 Canton Insurance Company, Limited—\$130 per share, buyers.  
 Yangtze Insurance Association—Tls. 100 per share, sellers.  
 Chinese Insurance Company—\$160 per share, sellers.  
 On Tai Insurance Company, Limited—Tls. 150, per share.  
 Hongkong Fire Insurance Company—\$371 per share, buyers.  
 China Fire Insurance Company—\$87 per share, buyers.  
 Hongkong and Whampoa Dock Company—93 per cent. premium, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$276 per share, sellers.  
 China and Manila Steam Ship Company—140 per share, sellers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$200 per share, buyers.  
 Hongkong Hotel Co.'s Six Per-cent. Debentures—\$91.  
 Indo-China Steam Navigation Company, Limited—par, sellers.  
 Douglas Steamship Company—\$83 per share, buyers.  
 China Sugar Refining Company, Limited—\$210 per share, sales and buyers.  
 Luzon Sugar Refining Company, Limited—\$108 per share, sales and buyers.  
 Hongkong Ice Company—\$125 per share, sales and buyers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$14 per share, buyers.  
 A. S. Watson & Co., Limited—135 per cent. premium, buyers.  
 Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.  
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$120 per share, nominal.  
 The Hongkong Steam Laundry Co., Ltd.—\$20 per share, nominal.  
 Perak Tin Mining and Smelting Company—\$35 per share, sellers.  
 Punjion and Sunghie Dua Samantan Mining Co.—\$27 per share, buyers.  
 Hongkong and Kowloon Wharf and Godown Company—\$195 per share, sellers.  
 Tongkin Coal Mining Co.—\$700 per share, sellers.  
 The "Hongkong High-Level Tramway Co., Limited—260 per cent. premium, buyers.  
 The East Borneo Planting Co., Limited—\$58 per share, sellers.  
 The Seng Koyah Planting Co., Ltd.—\$55 per share, sellers.  
 Cruickshank & Co., Ltd.—\$50 per share, sales.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—par.  
 The China-Borneo Co., Ltd.—\$60 per share, sellers.  
 The Hongkong Brick and Cement Co., Ltd.—\$12 per share, buyers.  
 The Green Island Cement Co. (Old issue)—\$55 per share, buyers.  
 The Green Island Cement Co. (New issue)—\$15 per share, sellers.  
 The Hongkong Land Investment Co., Ltd.—\$135 per share.  
 The Hongkong Land Investment Co., Ltd. (New issue)—\$125 per share.  
 The Hongkong Electric Light Co., Ltd.—\$8 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$321 per share, buyers.  
 The West Point Buildings Co., Ltd.—\$60 per share, sellers.  
 The Peak Hotel and Trading Co., Ltd.—\$29 per share, buyers.  
 The Labuk Planting Co., Ltd.—\$17 per share, buyers.  
 The Jelabu Mining and Trading Co., Ltd.—\$7 per share, sellers.

**EXCHANGE.**  
 ON LONDON—Bank, T. T. 3/0  
 Bank Bills, on demand 3/0 1/2  
 Bank Bills, at 30 days sight 3/0 1/2  
 Bank Bills, at 4 months sight 3/0 1/2  
 Credits at 4 months sight 3/0 1/2  
 Documentary Bills, at 4 months sight 3/0 1/2  
 ON PARIS—Bank, T. T. 3/0  
 Bank Bills, on demand 3/0 1/2  
 Bank Bills, at 30 days sight 3/0 1/2  
 Bank Bills, at 4 months sight 3/0 1/2  
 Credits at 4 months sight 3/0 1/2  
 Documentary Bills, at 4 months sight 3/0 1/2  
 ON SHANGHAI—Bank, T. T. 22 1/2  
 Private, 30 days sight 7 1/2

**OPIMUM MARKET—THIS DAY.**  
 NEW MALWA, per picul..... \$530  
 (Allowance, Tals. 68)  
 OLD MALWA, per picul..... \$550 to \$580  
 (Allowance, Tals. 68)  
 NEW PATNA, (without choice) per chest... \$531  
 NEW PATNA, (first choice) per chest... \$535  
 NEW PATNA, (bottom) per chest... \$544  
 NEW PATNA, (second choice) per chest... \$530  
 NEW BENARAS, (without choice) per chest... \$520  
 NEW BENARAS, (bottom) per chest... \$520  
 NEW PERSIAN (best quality) per picul... \$550  
 OLD PERSIAN (second quality) per picul... \$475

## MAILS EXPECTED.

**THE ENGLISH MAIL.**  
 The P. & O. S. N. Co.'s steamer *Sutlej*, with the outward English mail, left Singapore on the 6th instant, at 5:30 p.m., and is expected here on the 12th.

**THE FRENCH MAIL.**  
 The Messageries Maritimes Co.'s steamer *Oruz*, with the next French mail, left Singapore on the 4th instant, at 1:30 p.m., and may be expected here on or about the 11th.

**THE AMERICAN MAIL.**  
 The P. M. S. S. Co.'s steamer *City of Sydney*, with mails, &c., from San Francisco to the 15th ultimo, left Yokohama on the 7th instant, and may be expected here on or about the 13th.

**THE CANADIAN MAIL.**  
 The Canadian Pacific S. S. Co.'s steamer *Parthia*, left Vancouver for Japan, Shanghai and Hongkong on the 16th ultimo.

## STEAMERS EXPECTED.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Midea*, from Trieste, left Singapore on the morning of the 4th instant, and is due here on the 10th.

The "Glen" line steamer *Glenfruin*, from New York, left Singapore on the 5th instant, and is expected here on the 11th.

## Shipping.

**ARRIVALS.**  
 KUMAMOTO MARU, Japanese steamer, 1,240, Pender, 8th May, Kutchinotzu 2nd May, Coals.—Mitsui Bussan Kaisha.  
 GENERAL WERDER, German steamer, 1,820, M. Eichel, 7th May, Yokohama 28th April, Kobe 1st May, and Nagasaki 3rd, Mails and General.—Melchers & Co.  
 CHOYANG, British steamer, 1,194, Sawyer, 7th May, Wuhu 3rd May, Rice.—Jardine, Matheson & Co.  
 PALINURUS, British steamer, 1,535, T. S. Jackson, 7th May, Nagasaki 2nd May, and Amoy 6th, General.—Butterfield & Swire.  
 HEDVIG, British bark, 376, Soderman, 7th May, Tientsin 18th April, Bones.—Butterfield & Swire.  
 SPOCHOW, British steamer, 327, T. Rowin, 7th May, Pakhoi, and Hoihow 6th May, General.—Chinese.  
 SUSSEX, British steamer, 1,620, Longley, 8th May, Kobe 2nd May, Rice.—Adamson, Bell & Co.

AJAX, British steamer, 1,477, J. Riley, 8th May, Shanghai 5th May, General.—Butterfield & Swire.  
 ELSE, German steamer, 747, M. Jensen, 8th May, Saigon 3rd May, General.—Melchers & Co.  
 YANGTZE, German steamer, 814, C. Tonningsen, 8th May, Whampoa 8th May, General.—Siemssen & Co.  
 NAMCHOW, British steamer, 1,103, Wilkins, 8th May, Singapore 2nd May, General.—Chinese.  
 SUNGKIANG, British steamer, 934, G. H. Glasen, 8th May, Shanghai, and Swatow 7th May, General.—Butterfield & Swire.  
 FUSHUN, Chinese steamer, 1,533 A. Cross, 8th May, Shanghai 5th May, General.—C. M. S. N. Co.  
 CLARA, German steamer, 674, Christensen, 8th May, Haiphong 5th May, Rice.—Siemssen & Co.  
 DORIS, German steamer, 771, F. Kaben, 8th May, Haiphong, and Hoihow 4th May, General.—Wieler & Co.

**DEPARTURES.**  
 May 7, *August*, British steamer, for Nagasaki.  
 May 7, *Nierstein*, German str., for Whampoa.  
 May 8, *Pakistan*, British steamer, for Swatow.  
 May 8, *Vorwarts*, German str., for Haiphong.  
 May 8, *Freij*, Danish steamer, for Haiphong.  
 May 8, *Taiyang*, British str., for Swatow, &c.  
 May 8, *Niobe*, German str., for Singapore.  
 May 8, *Rorinda*, Italian str., for Singapore, &c.  
 May 8, *Agamemnon*, British steamer, for Yokohama, &c.  
 May 8, *Devawongse*, British steamer, for Swatow, &c.  
 May 8, *Tannadice*, British str., for Macao, &c.  
 May 8, *Banyan*, German str., for Singapore, &c.  
 May 8, *Benary*, British steamer, for Saigon.  
 May 8, *Chowfa*, British str., for Hoihow, &c.

**PASSENGERS—ARRIVED.**  
 Per *General Werder*, str., from Yokohama, &c.—Messrs. H. A. Herbert, S. Fukumoto, F. R. Hood, B. Nisaud, S. Nisaud, and 21 Chinese.  
 Per *Ajax*, str., from Shanghai.—Miss Macleod, Miss Williams, Miss M. Williams, and Mr. Webster.  
 Per *Palinurus*, str., from Nagasaki, &c.—Mr. Adlington, and 485 Chinese.  
 Per *Choyang*, str., from Wuhu.—Mr. Choulter, and 6 Chinese.  
 Per *Namchow*, str., from Singapore.—4 Europeans and 661 Chinese.  
 Per *Sungkiang*, str., from Shanghai, &c.—Mr. P. von Lamber, and 9 Chinese.  
 Per *Doris*, str., from Haiphong, &c.—1 European and 31 Chinese.  
 Per *Clara*, str., from Haiphong.—1 European and 6 Chinese.

**DEPARTED.**  
 Per *Tannadice*, str., from Hongkong for Australia.—Mrs. Alex. Levy, Rev. E. Fernandez and servant, Rev. M. Tsat, and Lieut. A. F. Vang Agners. From Macao for Timor.—Right Rev. Bishop Medeiros, Very Rev. J. Gouvea, Mr. and Mrs. dos Santos and 5 children, Mr. and Mrs. Teixeira and 3 children, Mr. and Mrs. A. M. da Silva, 4 Sisters of Charity, Captain F. Per Souchon, str., for Hoihow.—50 Chinese.  
 Per *Marie*, str., for Haiphong.—30 Chinese.  
 Per *Sarpedon*, str., for Amoy, &c.—1 European and 50 Chinese.

**REPORTS.**  
 The British steamship *Ajax* reports that she left Shanghai on the 5th instant. Had fine weather throughout.  
 The British steamship *Namchow* reports that she left Singapore on the 2nd instant. Had fine weather throughout.  
 The British steamship *Choyang* reports that she left Wuhu on the 3rd instant. Had light southerly winds and fine weather throughout.

The British steamship *Palinurus* reports that she left Nagasaki on the 2nd instant, and Amoy on the 6th. Had light north-east winds and fine weather throughout.

The British steamship *Sungkiang* reports that she left Shanghai, and Swatow on the 7th instant. From Shanghai experienced light variable winds and overcast sky with smooth sea. From Swatow had moderate east-south-east winds and thunder with lightning and heavy rain for 3 hours; thence fine weather but hazy.

The British steamship *Sussex* reports that she left Kobe on the 2nd instant. At 4:30 a.m. weighed and proceeded through Inland Sea, had moderate to fresh breeze after passing through to White Dog, thence to arrival had light variable winds and fine weather, with overcast sky. On the 7th at 7 a.m., passed the steamship *Glenloch* off Brothers. At 11 a.m., passed the steamships *Angas*, *August*, and *Osback* off Lamrocks.

## Post Office.

A MAIL WILL CLOSE  
 For Swatow, Amoy, & Foochow.—Per *Haitan*, to-morrow, the 9th instant, at 9:30 A.M.  
 For Takao.—Per *Haiphong*, to-morrow, the 9th instant, at 10:30 A.M.  
 For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Irakoudy*, to-morrow, the 9th instant, at 11:00 A.M.  
 For Amoy and Manila.—Per *Diamante*, to-morrow, the 9th instant, at 3:30 P.M.  
 For Shanghai.—Per *Yangtze*, to-morrow, the 9th instant, at 3:30 P.M.  
 For Yokohama and Kobe.—Per *Cassandra*, on Friday, the 10th instant, at 9:30 A.M.  
 For Singapore, Sourabaya, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Afghan*, on Saturday, the 11th instant, at 11:30 A.M.  
 For Yokohama and San Francisco.—Per *Arabia*, on Saturday, the 11th instant, at 9:30 P.M.  
 For Straits, Colombo, and Bombay.—Per *Thibet*, on Monday, the 13th instant, at 2:30 P.M.  
 For Singapore.—Per *Provincia*, on Monday, the 13th instant, at 4:30 P.M.  
 For Europe, &c., India, via Bombay.—Per *Peshawur*, on Saturday, the 18th instant, at 11:00 A.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 ACTIVA, German steamer, 389, H. Johansen, 29th April, Saigon 24th April, Rice.—Order.  
 AFCHAN, British steamer, 1,431, T. Golding, 13th April, Nagasaki 7th April, General.—Gibb, Livingston & Co.  
 ALWINE, German steamer, 403, Samuelsen, 15th April, Haiphong 11th April, and Hoihow 14th, Rice.—Wieler & Co.  
 AMIGO, German steamer, 771, H. Bruhn, 13th April, Hoihow 7th April, Sugar.—Butterfield & Swire.  
 AMOV, German steamer, 814, R. Kohler, 1st May, Whampoa 1st May, General.—Siemssen & Co.  
 ANTON, German steamer, 359, E. Aereboe, 7th May, Pakhoi, and Hoihow 5th May, General.—Chinese.  
 ARABIC, British steamer, 436, W. M. Smith, 29th April, San Francisco 4th April, and Yokohama 23rd, Mails and General.—O. & O. S. S. Co.  
 BENLAWERS, British steamer, 1,513, A. Webster, 7th May, Saigon 4th May, Rice.—Gibb, Livingston & Co.  
 CAMBODIA, British steamer, 1,951, A. Wildgoose, 7th May, Antwerp 18th March, and Singapore 1st May, General.—Russell & Co.  
 CANTON, British steamer, 1,110, Brommer, 5th May, Whampoa 3rd May, General.—Jardine, Matheson & Co.  
 CASSANDRA, German steamer, 1,096, H. J. Thomson, 7th May, Singapore 1st May, General.—Siemssen & Co.  
 DIAMANTE, British steamer, 514, G. Taylor, 6th May, Manila 5th May, General.—Russell & Co.  
 DUBURO, German steamer, 921, C. F. Bertelsen, 3rd May, Saigon 28th April, Rice and Paddy.—Melchers & Co.  
 FALKENBURG, German steamer, 908, H. G. Weber, 6th May, Saigon 1st May, General.—Melchers & Co.  
 FAME, British steamer, 117, A. Stopani, Haiphong and Whampoa Dock Co.  
 GLENSHIEL, British steamer, 2,240, Donaldson, 7th May, Kobe and May, Coals.—Jardine, Matheson & Co.  
 HAIPHONG, British steamer, 1,122, Harris, 5th May, Kobe 20th April, General and Coal.—D. Laprak & Co.  
 HAITAN, British steamer, 1,183, T. G. Pocock, 7th May, Foochow and May, Amoy, and Swatow 6th, General.—D. Laprak & Co.  
 IRAQUADDY, French steamer, 2,363, A. Breitel, 7th May, Shanghai 5th May, Mails and General.—Messageries Maritimes.  
 KHIVA, British steamer, 1,452, E. Crewe, 7th May, Bombay 20th April, and Singapore 1st May, General.—P. & O. S. N. Co.  
 MARIE, German steamer, 704, C. A. Hundewadt, 5th May, Haiphong and May, Rice.—A. R. Marty.  
 MIKE MARU, Japanese steamer, 2,380, Sommers, 6th May, Kutchinotzu 2nd May, Coals.—Mitsui Bussan Kaisha.  
 PILOT FISH, British steamer, 161, A. Stopani, Haiphong and Whampoa Dock Co.  
 PROVINCIA, British steamer, 1,993, D. Mackenzie, 6th May, Saigon 1st May, Rice.—Melchers & Co.  
 SARPEDON, British steamer, 1,593, Barwise, 7th May, Liverpool, and Singapore 1st May, General.—Butterfield & Swire.  
 TRIUMPH, German steamer, 674, Moos, 6th May, Whampoa 5th May, General.—Wieler & Co.

**SAILING VESSELS.**  
 DOROTHEA, German bark, 620, H. Th. Moeller, 2nd May, Hamburg 1st Dec., General.—Siemssen & Co.  
 ENIKOONIA, Chinese bark, 457, Upim Examination hulk, Steamers' Island—Chinese Customs.  
 GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 20th April, San Francisco 1st March, Flour.—Russell & Co.  
 HATYER, E. FLETCHER, British bark, 997, J. McCannachy, 20th March, Sandakan 29th January, Timber.—Gibb, Livingston & Co.  
 JAMES G. BAIN, British bark, 597, C. E. McNutt, 2nd April, Newcastle, N.S.W., 10th March, Coals.—Order.  
 KALAKAJA, Hawaiian bark, 382, John Duncan, 14th April, Honolulu 28th February, Old Copper.—Jardine, Matheson & Co.  
 MARTHA, British bark, 652, Cooke, 5th May, Singapore 4th March, Timber.—Ed. Schell-hass & Co.  
 PAPA, German bark, 748, C. L. Henne, 29th April, Hamburg 12th Dec., General.—Siemssen & Co.  
 TABAPACA, British bark, 492, H. Kennett, 28th April, Sandakan 3rd April, Timber.—Gibb, Livingston & Co.  
 TITAN, American ship, 1,282, Allen, 13th April, New York 16th Nov., Oil.—Russell & Co.

## STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Medea	Trieste	May 10th	Austro-Hung. Lloyd's Co.
Glenfruin	New York	May 11th	Jardine, Matheson & Co.
Oxus	Marseilles	May 11th	Messageries Maritimes.
Sutlej	London	May 12th	P. & O. S. N. Co.
City of Sydney	San Francisco	May 13th	Pacific Mail S. S. Co.
Parthia	Vancouver	May 16th	Adamson, Bell & Co.

## STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
London, via Suez Canal	Peshawur	P. & O. S. N. Co.	May 18th, at noon.
London, via Suez Canal	Ajax	Butterfield & Swire	To-morrow.
London, via Suez Canal	Palinurus	Butterfield & Swire	To-morrow, at 4 p.m.
Marseilles, via Saigon, &c.	Irakoudy	Messageries Maritimes.	To-morrow, at noon.
Venice, via Straits, &c.	Arabic	Austro-Hung. Lloyd's Co.	May 14th, at noon.
San Francisco, via Y'hama	City of Sydney	O. & O. S. S. Co.	May 11th, at 1 p.m.
Vancouver, B.C., via K. &c.	Port Augusta	Pacific Mail S. S. Co.	May 18th, at 4 p.m.
Sydney and Melbourne	Alghan	Adamson, Bell & Co.	May 14th, at noon.
Straits, Colombo, Bombay, Yokohama and Higo.	Thibet	Gibb, Livingston & Co.	May 11th, at noon.
Tientsin	Cassandra	P. & O. S. N. Co.	May 13th, at 3 p.m.
Shanghai, via Amoy	Sungkiang	Siemssen & Co.	May 10th, at 10 a.m.
Shanghai	Sarpedon	Butterfield & Swire	May 10th, at 4 p.m.
Shanghai	Sutlej	Butterfield & Swire	To-morrow, daylight.
Manila, via Amoy	Yangtze	Siemssen & Co.	Quick despatch.
Haiphong	Diamante	Russell & Co.	To-morrow, at 4 p.m.
Coast Ports	Marie	A. R. Marty	To-morrow, at 4 p.m.
	Haitan	Douglas Laprak & Co.	To-morrow, at 10 a.m.

## Intimations.

## INTIMATION.

**J. Blackhead & Co.,**  
 SHIP-CHANDLERS, SAIL-MAKERS,  
 AND  
 PROVISION MERCHANTS,  
 NAVY CONTRACTORS,  
 AND  
 GENERAL COMMISSION AGENTS,  
 No. 11, Praya Central,  
 (Opposite Padder's Wharf).

**SOLE AGENTS**  
 for  
**RAHTJEN'S**  
**GENUINE**  
**COMPOSITION**  
 FOR  
 THE BOTTOMS OF IRON SHIPS.  
 CARBOLINEUM AVENARIUS  
 PRESERVATIVE AGAINST  
 ROTTING, DECAY, &c., OF WOOD.  
 CHR. MOTZ & Co., BORDEAUX, CLARETS.  
 IMPERIAL CHAMPAGNE,  
 LA GRANDE MARQUE.  
 FLENSBURG STOCKBEER.  
 ENGINEERS AND BLACKSMITHS' TOOLS  
 AND EVERY KIND OF SHIP'S  
 STORES AND REQUISITES  
 ALWAYS IN STOCK  
 AT  
 REASONABLE PRICES.  
 ALL KINDS OF  
**COALS**  
 SUPPLIED AT THE SHORTEST NOTICE.  
 Hongkong, 1st January, 1889.

**FOR SALE.**  
 AT WHOLESALE PRICES.  
**SACCONE'S SHERRY: PORT, CLARETS**  
**BURGUNDY, HOCKS, CHAMPAGNES**  
**BRANDIES, WHISKIES.**  
**EMPIRE ALE AND STOUT.**  
**LUBRICATING OILS, "EMPIRE"**  
**SINGER'S SEWING MACHINES.**  
**COOKING STOVES, SCALES.**  
**PAINTS, OILS AND VARNISH.**  
**BICYCLES AND TRICYCLES.**  
**JUVENILE VELOCIPEDS HORSES AND**  
**TRICYCLES.**  
**BICYCLE WHEELS FOR JINRICKSHAS.**  
**SODA WATER MACHINERY.**  
**JEY'S SANITARY COMPOUNDS.**  
 Apply to  
**W. G. HUMPHREYS & Co.,**  
 Bank Buildings,  
 Hongkong, 29th September, 1888.

**NOTICE.**  
**JEY'S SANITARY COMPOUNDS**  
**COMPANY, LIMITED.**  
 THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.  
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says  
 "It is the best Disinfectant in use."  
**W. G. HUMPHREYS & Co.,**  
 Bank Buildings,  
 Hongkong, 1st October, 1888.

**CHS. J. GAUFF & CO.,**  
**CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.**  
**NAUTICAL INSTRUMENTS.**  
 Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition, and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.  
 No. 4, Queen's Road Central.

## NOTICE.

**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**  
 SHIPMASTERS AND ENGINEERS  
 are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.  
**D. GILLIES,**  
 Secretary.  
 Hongkong, 29th August, 1888.

**HONGKONG TIMBER YARD, WANCHAI.**  
**OREGON PINE SPARS AND LUMBER**  
 Always on Hand.  
 L. MALLORY.  
 Hongkong, 24th June, 1888.

**A. G. GORDON & CO.**  
**ENGINEERS, LAUNCH BUILDERS,**  
**GENERAL AND GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.**  
**WORKS:**  
 BOWRINGTON, EAST POINT.  
**OFFICE:**  
 CORNER OF PEEDEE STREET AND PRAYA.  
**STEAM LAUNCH COMPANY, LIMITED.**  
 1st and 2nd September 1888.

**Dr. Knorr's**  
**ANTIPYRINE.**  
 (Protected by Royal Letters Patent.)  
 AN APPROVED REMEDY IN ALL CASES OF HEADACHE, MIGRAINE, SEASICKNESS, RHEUMATIC ATTACKS, NEURALGIA, HOOPING-COUGH, &c.  
 Dose—5 to 10 grains for Adults.  
 Sold by all Chemists in tins. Every tin bears the name of the inventor, Dr. KNORR.

The Public are requested to ask expressly for Dr. KNORR'S ANTIPYRINE.  
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